

Delaware Bicycle Council News

Volume 8, Issue 2 - September 2004

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A Cooperative Effort of the Delaware Bicycle Council and the Delaware Department of Transportation

Staffing Bicycle and Pedestrian Planning Activities at DelDOT

Joseph Cantalupo, AICP, Assistant Director, Planning, Statewide and Regional Planning

As one of the Assistant Directors within DelDOT Planning, I oversee the Statewide and Regional Planning Section. The responsibilities of this Section include:

- development and maintenance of long range transportation plans for Statewide and Sussex County
- coordination with the Wilmington Area Planning Council and the Dover/Kent County Metropolitan Planning Organization
- community-based land use and transportation studies
- management of travel demand forecasting and air quality conformity Transportation Enhancements and State Scenic and Historic Highways Programs are managed.

It is also the Section where most of the bicycle and pedestrian planning gets done and is coordinated with other DelDOT sections as well as outside agencies and organizations, and it's home to the State Bicycle and Pedestrian Coordinator.

Historically, DelDOT had one person whose only function was to serve as the State Bicycle and Pedestrian Coordinator. This position was responsible for bicycle and pedestrian advocacy and outreach; prioritizing and developing stand-alone bicycle and/or pedestrian improvement projects; and, for reviewing land use development and highway improvement plans for adequate bicycle and pedestrian facilities.

As time went on the effort needed for each of these areas increased to the point where doing them all was too much for one person. It was becoming very clear that if we were going to continue to have an effective bicycle and pedestrian planning program, a different approach to providing these services was needed.

Consideration was given to hiring an assistant for the Bicycle and Pedestrian Coordinator or cutting back on the activities done under the program. Neither of these options, however, appeared to be the best approach. So, when the Bicycle and Pedestrian Coordinator position was vacated two years ago, it seemed like a good opportunity for the Department to try something different. Instead of placing all of the responsibility for bicycle and pedestrian planning with one person, we decided to try a team approach.

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"Safe Routes to School" for Delaware

Joseph Cantalupo, AICP, Assistant Director, Planning, Statewide and Regional Planning

One of the more interesting projects we are working on this year is the development of a "Safe Routes to School" Program to implement the Safe Routes to School legislation passed by the Delaware General Assembly in June 2002.

Safe Routes to Schools programs are quickly gaining popularity across the United States and Canada. They are designed to decrease traffic and pollution while at the same time increase the health of children and the community. Safe Routes to Schools program promote walking and biking to school through education and

incentives that show how much fun it can be, and by helping to remove many of the physical and social barriers that prevent children from walking or biking to school. Many of the programs apply one or more of four principles that are commonly referred to as the "4E's" - Engineering, Education, Enforcement and Encouragement. One or all can be applied, depending on the needs of and opportunities at a particular school.

Over the past Spring and Summer, we have been working with representatives of school districts, health care agencies, and our consult-

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C and D Canal Recreation Area Pitched

Tim Plemmons, Executive Director of Delaware Greenways

The C and D Canal, which is owned and managed by the Army Corps of Engineers, is a big deal to Delaware. Under a proposal being championed by Congressman Castle, it could be a better deal for Delaware, and for all Delawareans who enjoy linear activities such as hiking, bicycling, and rollerblading. The Congressman, working with Senators Biden and Carper, is requesting funding to study the feasibility of recreational upgrades along the 13 mile C and D Canal which connects Delaware City, DE to Chesapeake City, MD. Potential upgrades could include improved surfaces and connections for bicycling and other outdoor pursuits.

In February of this year, Delaware Greenways met with staff from our Congressional Delegation's offices to present the possibilities for the future of the Canal and to share examples of recreational canals from across the

country. Among the examples mentioned was the 7 mile Cape Cod Canal, also owned and managed by the Army Corps of Engineers. At Cape Cod, the movement of boat traffic and recreational facilities are well managed priorities.

The C and D Canal is primarily a working canal, not a working and recreational Canal. Currently, recreational facilities include fishing piers, designated hunting areas and gravel service roads. The service roads, not intended for non-motorized uses, are sometimes enjoyed by bicycling and jogging enthusiasts. The road surface is bumpy and flat, so if planning a trip to the Canal bring along a hybrid or a mountain bike and don't expect a car-free experience. The facilities at the C and D Canal pale in comparison to the facilities at the Cape Cod Canal,

which offers multi use paved trails for bicyclists, rollerbladers, walkers and joggers, interpretive programs, camping, and many other recreational opportunities for the broader public's enjoyment.

With a growing population surrounding it, now is the time to plan for the future of the C and D Canal. Where else can bicyclists and other non-motorized users travel car-free, completely off-road and next to a beautiful body of water here in the mid-Atlantic? Where else can this experience be combined with an intriguing history, outstanding civil engineering landmarks and numerous ship watching and birding opportunities?

*For more information...
Cape Cod boat traffic*

<http://www.nae.usace.army.mil/recreati/cc/cc/home.htm>

C and D Canal

<http://www.nap.usace.army.mil/sb/c&d.htm>

Delaware Greenways slide show

<http://www.delawaregreenways.org>



A "Share the Road"

Should Delaware have a special "Share the Road" license plate for bicycling? The Bicycle Council thinks so. The purpose of having such a special plate would be to raise awareness in bicycle safety.

In 2002, Delaware had the second worst fatality rate for bicyclists of all states - Florida was the worst. To see the complete listing visit www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSF2002/2002pcyfacts.pdf. Over the last 5 years Delaware's fatality rate has been well above the national average. Clearly this safety initiative would be appropriate.

The "Share the Road" plates would serve as a reminder that bicycles are vehicles too, and also call attention to how many bicyclists and supporters there really are on the roads.



License Plate for Delaware?

Delaware already has hundreds of "Share the Road" signs along many roadways. The license plates would reinforce this message and be a constant reminder to motorists that bicycles belong.

Delaware already has special license plates for Animal Welfare, Environmental (ducks and seashore design), and Agricultural Farmland Preservation. Legislation will be required to create one for bicycling.

A number of other states have special "Share the Road" plates, including Florida, South Carolina, Tennessee, Ohio, Washington and Illinois. For examples, including background information and legislation, visit home.att.net/~thetandemlink/GATagInfo3.html.

Ride with the Flow

Sergeant George A. Heberling, Delaware State Police

In 1938, Douglas "Wrong Way" Corrigan made a successful solo flight from New York to Dublin, Ireland. Only problem was, he'd filed to fly to California that day! Although he claims his compass malfunctioned, most believe he intentionally flew the wrong way. You see, for years he'd been denied approval for that trans-Atlantic flight he really wanted to take. Going "the Wrong Way" is often depicted in a humorous manner. We've all laughed at everything from quarterbacks running to the wrong end zone to John Candy and Steve Martin driving the wrong way down the interstate. Sadly, the real life consequences, with the possible exception of Corrigan's flight, are rarely humorous.

Someone once wrote, "Imagine motor vehicles were invented just yesterday. Now, imagine someone proposes today that we should place members of the general population into this mix of motor vehicles, most capable of exceeding 100 mph, traveling in opposite directions, with very little training, separated by nothing more than a yellow painted line less than one foot wide. We'd probably lock this kook up and throw away the key! Surely, such an idea would never work!"

Well, thankfully, our system does work -- usually. It works when we all do what is expected of us: obeying traffic laws: stopping for red lights, obeying speed limits, using our headlights, and driving (or riding) on the right side of the roadway.

As an avid bicyclist who's also a motorcycle rider, I quite often find myself astride one two-wheeled conveyance or another. Many of the same fears I have while riding my BMW also concern me when I'm riding my Trek. Generally, my fellow roadway users are courteous; we respect each other's right-of-way and refrain from running in to one another. Trouble will occur, however, if two or more of us attempt to occupy the same piece of roadway at the same time. When that happens, it's usually the two-wheeler who comes out on the losing end of the battle. Lest we be quick to blame the motorist, remember this - according to government

data, it's the bicycle rider who causes half of these crashes.

Some bicyclists have an inherent fear of being struck from behind. Of course, no sane motorcyclist would ever consider riding on the wrong side of the roadway. If you ever saw one, you'd certainly dial 911. Yet, we don't react the same to a bicycle going the wrong way. However, many bicyclists do ride on the wrong side. Many argue that they want to see approaching traffic so they can take any necessary avoidance actions; that they'll have more time to react. Mostly, they're fearful of being struck from behind. An inexpensive bicycle mirror and actively listening for traffic can help to reduce some of this anxiety.

While collisions from behind do occur, they're far less common than one would imagine. What is far more common, in fact it's the biggest cause of all car-vs-bicycle crashes Nationwide, is wrong way riding. Collisions with passing cars represent a very small percentage of injuries to cyclists. Simple falls, collisions with dogs, pedestrians and other cyclists injure far more cyclists than collisions with cars. Also, these same cyclists who fear being struck by a motor vehicle from the rear show little concern while driving their cars; where they will encounter head-on traffic missing their cars as little as one foot at closure rates exceeding 100 mph!

A bicycle on the wrong side of the roadway can have tragic consequences. A motorcycle rider who was a friend of my sister-in-law recently made a right turn after presumably looking both ways. Primary threat is to his left, so he probably devoted most of his attention to looking left. He apparently never saw the bicyclist to his right until it was too late. The bicycle rider was riding the wrong way, against the flow of traffic. They collided. Despite his half-shell helmet, the motorcyclist died of head trauma. The bicyclist, although injured, survived.

As my true anecdote shows, a bicyclist on the wrong side of the road isn't just endanger-

ing him or her self. This cyclist is a danger to everyone on and around the roadway. An oncoming motorist could swerve to avoid the wrong way bicycle and wind up causing a head-on collision with another motor vehicle. What's a motorist to do upon encountering two cyclists; one going the right way and the other riding against traffic? The League of American Bicyclists lists some great reasons for riding with traffic:

Expectations

- Motorists expect to find other traffic on the right side of the road
- Motorists may only be scanning where they expect to see other traffic
- Motorists assume that you can see lights and signs that dictate traffic behavior

Laws

- In all 50 states, the laws require that you ride on the right, with the flow of traffic
- Disobeying traffic control devices in any direction is illegal
- Even on one-way streets where you can ride on either side, go with traffic

Turning

- Making a turn requires a wrong-way cyclist to cross twice as much traffic for turns
- Cyclists must be able to see traffic control devices at intersections
- Motorists have no idea how to react to someone going the wrong direction

Closing Speed

- Riding 20 mph into a car going 35 mph is like hitting a wall at 55mph
- Motorists overtaking cyclists on the right decrease closing speed
- The likelihood of surviving such a crash is low

Traffic Control Devices

- Traffic lights are impossible to read from the wrong side
- If you don't know where traffic is going, you increase your chance of getting hit
- Not obeying traffic controls destroys any order on the roadway

So, next time you see a bicyclist riding on the wrong side of the road, do us all a favor. Politely remind him or her that while "Wrong Way" Corrigan wound up exactly where he wanted to be, their own actions could end with a hospital being someone's final destination - or worse!

Pomeroy Rail-To-Trail Feasibility Study

Anthony Aglio, DelDOT

The Pomeroy Rail to Trail Feasibility Study is nearly complete. On Tuesday August 31st a public workshop was held to present preliminary findings to the community. The meeting was held at the City of Newark's Wilson Center and over 80 interested people attended.

At the meeting trail maps were displayed showing the location of the potential trail, road crossings and environmental features. The potential trail extends from the existing Hall Trail along the AMTRAK Line near Chapel Street through Newark crossing both Main Street and Delaware Avenue connecting to White Clay Creek State Park at North College Avenue near North Street. The Pomeroy Trail is proposed to connect to the White Clay Creek State Park's trail system as well as connect to trails in Pennsylvania. At this point the biggest hurdle is finding a safe way to

cross the Papermill/Cleveland intersection.

DelDOT and the City of Newark believe that a trail such as this will be a great amenity to the community, enabling residents and guests direct access to the commercial areas from neighborhoods to both the North and the South on a multi-use trail. The trail has gained great support from the public and business owners. Ideas are being discussed that include a rest area near Main Street, which would serve as a pocket park allowing trail users a place to park their bike and visit Main Street by foot.

The trail will also connect to the proposed Newark Transit Hub. This connection would serve transit riders and trail users allowing direct access to both transportation modes without the use of a motorized vehicle. Additionally, the

trail would provide a dedicated walking path connecting to sidewalks on Main Street and Delaware Avenue.

The idea for the trail was initiated by the City of Newark a few years ago and was brought to DelDOT's attention shortly after. Since that time DelDOT has explored the idea to determine if a multi-use trail on this line is possible, this feasibility study is the first step in that process. The next step is prioritization for project development, engineering and construction this could take several years. For further information regarding the study contact Anthony Aglio at DelDOT Planning.



Trail alignment near East Market Plaza

"Safe Routes to School"

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ant team to develop a *Safe Routes to School Guidebook* for Delaware. The Guidebook is intended to serve as a tool that school districts, parent-teacher organizations, or other interested agencies and organizations could use to develop a program for a particular school.

The Guidebook is substantially completed. Before we finalize it, however, we have decided to enhance it by adding local examples and running pilot programs at a handful of schools beginning this Fall. We are in the process of looking for schools that will represent the diverse settings in which Delaware's schools are located (i.e. urban, suburban and rural). We are trying to find schools that have a demonstrated need for a program, a desire to participate, potential for reducing child injuries and fatalities, and potential for increasing the number of walking and bicycling students.

Each of the schools we select will receive \$10,000 - \$15,000 grants plus additional consultant assistance to develop their Safe Routes to School Program and related activities at their school. We started the selection process in early August.

After about nine to twelve months of working with schools under the pilot program, we will take what we have learned and adjust the Guidebook accordingly. From there, we'll make the Guidebook available for all schools to use and do our part to promote this very good program that will help to improve our environment and the health of our children and communities.

There is an enormous amount of information available on the Internet from the many states that have already undertaken Safe Routes to School programs. Marin County, California developed one of the first programs in the United States with great success. For information on the pro-

gram, visit www.saferoutestoschools.org.

For more general information about Safe Routes to Schools programs, you can visit the National Highway Traffic Safety Administration website at www.nhtsa.dot.gov/people/injury/pedbimot/bike/saferoutes.html, or you can just search for "Safe Routes to School."

If you are interested in learning more about what we are doing here at DelDOT, you can contact me:

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Staffing Activities at DelDOT

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The first and perhaps most important point to make is that we still have a Bicycle and Pedestrian Coordinator. That title and function, although slightly modified, now belongs to the Assistant Director of Planning responsible for the Statewide and Regional Planning -- in other words, it's me! As the Coordinator, I am responsible for helping to identify areas where we need to focus our planning efforts; identifying our advocacy and outreach efforts; ensuring consistency in our reviews of plans and programs throughout the State; and for helping to set the strategic and policy direction for the development and management of bicycle and pedestrian facilities. All of the hard work is done by a team of project planners assigned to work on bicycle and pedestrian related projects as part of their primary responsibilities.

There are four project planner positions assigned to working on bicycle and pedestrian planning issues within Statewide and Regional Planning. Each County has been assigned a project planner:

- Dave Petrosky - New Castle County
- Dan Rose - Kent County
- Anthony Aglio - Sussex County

These folks are responsible for keep-

ing track of all of the bicycle and pedestrian related issue in their respective counties; participating in the county specific development review meetings; serving as members of our review team; visiting the project sites for projects on which we are asked to comment; and serving as the point of contact for their respective counties. It is important to remember though, that each of these folks has other responsibilities.

For example, Dave Petrosky is also the Program Manager for the State Scenic and Historic Highways Program, and Dan and Anthony are responsible for more than a few community-based transportation planning efforts. The fourth project planner position, currently vacant, is assigned to advocacy and outreach. When filled, this individual will serve as a member of our project review team and will oversee one or two community based transportation plans per year. As of the writing of this article, we are preparing to interview for this position and its quite possible that by the time this newsletter is printed and distributed, the position will be filled.

We have been operating under the team approach for two years and for the most part it has been a huge success. The number of plans we are reviewing

and commenting on has increased tremendously. We have left behind a system where only some plans were being reviewed for adequate bicycle and pedestrian facilities and created one where nearly all plans are being reviewed. Our comments are more thoughtful and we are creating more partnerships within and outside of DelDOT, which are very quickly translating into more and better bicycle and pedestrian facilities. We have also been able to undertake more policy based initiatives such as the Statewide Bicycle Facility Master Plan and the Statewide Pedestrian Plan.

More importantly though, we are creating a larger pool of resources and expertise for handling bicycle and pedestrian issues. By using a team approach, we are almost guaranteeing that we will always be able to do the very best we can, and that our accumulated knowledge will stay within the Department. That's good for us and for our customers. The only area where we need to continue to expand is in the area of advocacy and outreach.

We are all looking forward to completing our team with a project planner to focus on this. When that happens, we'll be able to, as Emeril says, "kick it up a notch," and you can all look forward to us doing more in terms of education.

Delawareans Consider "Linear Activities" Most Important

Tim Plemmons, Executive Director of Delaware Greenways

The Statewide Comprehensive Outdoor Recreation Plan (SCORP) survey says more walking and jogging paths are the number one recreational priority of Delawareans. SCORP is a plan compiled by the DNREC Division of Parks and Recreation. The plan is based on input from citizens, interest groups, local, county and state agencies. Its goal is to identify Delaware's outdoor recreational needs.

The following excerpts and independent survey results from the SCORP speak for themselves:

"By far the most popular individual activity is walking or jogging."

"The one issue that sparked more conversation than any other at the SCORP workshops is safety concerns for walkers and bicyclists."

"60% statewide think bicycle and pedestrian pathways are a very important funding priority, and another 26% think they are a somewhat important priority."

The report findings go on to show Delawareans recreate for three major reasons. Reason number one is for physical fitness, two is time with family and friends and three is for relaxation. The full SCORP report is on the internet at www.dnrec.state.de.us/parks/SCORP/SCORP_2-2-04.pdf.

15th Annual Legislator's Bike to Work Ride

Amy Wilburn

On Wednesday, May 12, 2004, about 60 cyclists led by Senator Dave Sokola (D-Newark) and Representative Roger Roy (R-Limestone Hills) peddled as far as 56 miles to celebrate Bike to Work Week and to encourage bicycling in Delaware. For the first time, six high school students--all from the Charter School of Wilmington--were among the participants in this annual event. The first Legislator's ride was held in 1990 for the signing of the bill that created the Bicycle Council.

At the end of the ride, Governor Ruth Ann Minner joined the cyclists on the Dover Green to sign a proclamation declaring May 9-16 *Bike to Work Week*.

Some of the riders, including Dave Sokola, are avid cyclists who participate in the event every year.

"I have always enjoyed this ride. It is an opportunity to promote an alternate method of transportation that also has terrific fitness benefits," Sokola said.

For others, the ride offered a new experience. "I wanted to see if I could do it," Adi Bose, a sophomore at Charter, said. Bose also feels that biking is important because of its health benefits and because it is environmentally friendly and conserves resources. "It's especially important now because of sky-rocketing oil prices," he said.



Charter School of Wilmington students (from left to right) Laura Wilburn, Molly Yborra, Andrew Mao, Adi Bose, Brian Kinney, and Scott Kilheffer, and parent chaperone Amy Wilburn (right) meet with Senator Sokola and Governor Minner following the signing of the "Bike to Work Week" proclamation.

Participants hope this event will continue to expand in years to come.

"This year it was extra special with the students' participation," Sokola said. "I have already set a goal to try to expand the level of student participation next year."



Bicycle Safety Program for Summer Employees at the Beach

In recent years there have been numerous bicycling accidents on Route 1 from Five Points to Fenwick Island. In fact, in the last three years over 10 percent of the state's accidents involving bicyclist have occurred in this 24-mile stretch of roadway. A big concern was the summer workers, many of whom are from outside the United States and unfamiliar with our bicycling laws and customs.

So with the support of local merchants, a bike safety program specifically targeted at these employees was developed by local bicyclists, the Bicycle Council and DelDOT. The program was presented at Rehoboth Elementary School on June 29th.

The program was based on "effective cycling" principles and used segments of the widely respected "Effective Cycling" video by the League of American Bicyclists. It aimed to alert cyclists to the dangers on local roadways and to make sure they know the rules of the road. Such training is especially important for students from European countries, where the rules for bicyclists are not the same as here.

The half-day program was presented by Mike Tyler of Sussex Cyclists, a former member of the Bicycle Council. About 50 foreign students and children participated.

The Police, DelDOT, and local chambers of commerce gave away helmets and bicycle lights, and distributed "Rules-of-the-Road" brochures in four different languages.

Many cyclists in the summertime are foreign students who work in the beach area and have no cars. The exchange students say they need bicycles to get around. In the busy Route 1 corridor, which carries up to 80,000 vehicles a day and has no bike lanes, that means being out on the road with traffic.

This safety training will be done annually, and it is expected that employers will send more of their summer workers in future years as word of the usefulness of the program spreads.

Coaching Corner

Doug Mills

One of my many commitments as a member of the Delaware Bicycle Council is coaching and educating riders of all ages and abilities.

Cycling has been a part of my life for 20+ years. It has given me something spiritual as well as some of the essential building blocks for achieving goals in all aspects of my life.

As a USCF Expert Cycling Coach for 7 years, I would be happy to answer questions to make your bike riding experience a fun, healthy alternative activity in our great state.

I want you to have fun and meet your goals reality. From training for your first century to preparing for your first competitive event.

Planning and More Planning

Planning was one thing I used to be terrible at doing and now I find it essential for good mental health both professionally and personally. We all have busy lives, working, going to school and trying to fit a personal life in between, so it is essential that you plan for training time and stick with it.

If you haven't started yet, start now. Make a rough outline (on your PDA or on paper) of a preliminary itinerary with scheduled milestone dates

for all upcoming events. Start by penciling in upcoming season events and note the ones you'd like to ride well for.

TIP 1 - Make a commitment and stick to it!

Establish a common goal between teammates, friends and associates. This will get you motivated and in the proper mindset both physically and mentally.

Aerobic Base Miles

The objective is to develop and build your aerobic conditioning and strength for the upcoming year. Strength work, such as weight training can be integrated to build power and strength slowly. The training during this period establishes a solid foundation for the training that will follow later in the year. You should be riding 3-4 times per week. The intensity should be low to medium, keeping pedal cadence at 100-120 rpm's. Aerobic training increases the muscles capacity to use oxygen when producing energy. The intensity level for aerobic training should be roughly between 60-80% of your maximum heart rate. This does vary for all individuals. Consult your Coach for individual HR Zones and evaluations.

Secret - Fixed Gear Training

Another good training tip that I still swear by is fixed gear training. If you have access to a fixed gear bike one or are considering one to put your base miles on, do it! A fixed gear with proper gear ratios will greatly improve your pedal stroke. You are pedaling more effectively which means "saving energy" which means more efficiency. You quickly learn about truly pedaling in circles and "up and down" stroke power perks.

Note: I highly recommend fixed gears to have brakes front and rear. I have known a few that used their track bikes with no brakes. I wouldn't recommend it.

Thought for the Month

Unless you practice it and train it, how do you intend to race & ride it!

Questions and Feedback Welcome

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Upcoming Topics ...

- What's A Fixed Gear Bike..?
- Expensive Bikes Make Me Fast?
- Bike Trainers -- Why?

A Cooperative Effort of the Delaware Bicycle Council and the Delaware Department of Transportation
"Our Mission is to Promote and Enhance Bicycling in Delaware."
www.deldot.net/static/bike

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Delaware Bicycle Council Membership and Staff Support

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